

Figure 1

TERDAI ON THE CHIEF ROUTE,
The Dangers of Racing as at Present Con.

There was a large attendance on the channels yesterday, and the popular riding territory hereabout was well patronized by the local riders back from their holiday tours. The New Jersey and Staten Island routes were especially in demand. Parties of members of the Transatlantic, Chelsea, Mutual, and Paramount Wheelmen visited Staten Island. Members of the Jersey, Gotham, Lexington, and Logan Clubs rode over the Boulevard to Bergen Point, the Manhattan Bicycle Club held a run to Saw Mill River. The Harlem Club members saw a club century to Ielp. The parks and channels were also filled with riders throughout the day.

It is expected that the Racing Board of the league will suggest some radical alterations to the racing rules before the next meeting of the national assembly. Riders also anticipate some changes in the record tables. Joseph Goodman, who has followed racing for a number of years, comments upon the record situation as follows: "There are so many well-known record riders and so much knowledge of records and the multitude of them there should be recognized. He is a poor, unambitious rider who cannot pick out some sort of a record and break it. The records should be boiled down to two standards—against time and in competition, national, and world's records should be recognized. Another year it will be well to have something done toward simplifying this record business."

fallen riders in the tri-heat contest. It is suggested that the L. A. W. should take steps to morbid starting more than ten men in any heat, irrespective of the size of the track. On Saturday, May 10, a bad fall occurred at the Waverly track, and the rider, who was riding for the first time, was badly injured, and his arm broken. Equally serious accidents have been frequent on the race track. It is suggested that the L. A. W. should take steps to prevent such a reckless system of competition.

William R. Noble.—To ride from this city to Los Angeles, cross the ferry to Wheelock, and take the Hudson County Boulevard and ride through New Durham, Guttenberg, and Edgewater, cross the railroad tracks and go to the Waverly ferry, for the last time, and take the Waverly track; take the Main street and pass through the town; turn to the left and follow the tracks, and follow Passaic avenue to Ardmore, crossing the bridge over Saddle River to Gladstone, and take the tracks around the lake, and follow the Franklin turnpike through Walden, Allenhurst, and Gladstone, and take the road to Hillsdale, Tuxedo, Southfield, and Ardmore. Ride from the latter place to Central Park, and take the road to the city. The roads are fair. The distance is about sixty miles.

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Celestial Notes.

At Livingston, on Saturday, the Staten Island G. C. held an easy social. The New Yorks, the winners of the previous score, the score was 80 to 111. The winners of the high score for Staten Island and Hughes' before the Harlem Club.

The Harlem Club had an unsatisfactory time on Saturday evening, where the house was crowded twenty-five and only one was left at all when time was called. For Harlem, the crowd cleared a good deal, and the score was 100 to 100. Crawford added ten. The bowling of W. H. Williams was the only one of the evening that was not scoring double runs.

The Pacific A. C. team will begin team work at the Tropics Park grounds next Saturday afternoon. The team is made up of the following players: Coach, J. B. Spitzler; Manager, J. B. Spitzler; Captain, J. B. Spitzler; Left Half, J. B. Spitzler; Right Half, J. B. Spitzler; Forward, J. B. Spitzler; Goalkeeper, J. B. Spitzler.

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